

Why Southern Pacific Publicity Ignores Western Pacific

UNTIL recently the literature issued in behalf of the Southern Pacific's retention of the Central Pacific, in violation of the decision of the Supreme Court of the United States, was silent as to the Western Pacific. Maps issued in support of "A Plain Statement of Facts" show only the Union and Central Pacific railroads. Within the last few weeks the Southern Pacific has admitted the existence of the Western Pacific, but has represented that the Western Pacific is too weak to be regarded seriously as a competitor of the Central Pacific. Such representations are misleading.

What the Southern Pacific Would Like to Have the Public Believe

"(6) Finally, it must be apparent that the domination of this state and section by one transportation agency, no matter how well intentioned that agency may be, is a dangerous thing and menaces growth by minimizing or completely removing that competition of markets which is essential to development." (Provo Chamber of Commerce resolution, September 29, 1922.)

"The disruption of the existing system of the Southern Pacific Company would afford opportunity for another system to develop a position of monopolistic and predominating strength." (State of Utah's petition of intervention to Interstate Commerce Commission, October 28, 1922.)

"A strong effective transportation agency would be irreparably ruined in order to create a transportation monopoly for Western America. Will this section permit the utter domination of one railroad system?" (Southern Pacific's Bulletin, October 2, 1922, "A plain statement of facts with 3 maps and 9 exhibits.")

"To prevent the domination of this state and the intermountain section by any single transportation agency." ("Five Reasons Why—in the Central Pacific Controversy," issued by Salt Lake City Chamber of Commerce and Commercial Club, November 8, 1922.)

What the Facts Really Are

The real fact is that the Western Pacific is a standard railroad which does now, and always will, give the Central Pacific formidable competition, no matter who owns the Central Pacific.

During the World War the Western Pacific and Central Pacific were operated as a double track railroad, each line carrying its share of the traffic.

Western Pacific fast freight trains between the Pacific Coast and Utah are scheduled four hours quicker in each direction than the Central Pacific.

The Scenic Limited of the Western Pacific, providing through service between St. Louis and Chicago to San Francisco, is faster mile for mile than the Overland Limited on the Central Pacific.

The Western Pacific has more than one thousand miles of railroad. Its facilities compare favorably with other lines of similar mileage.

The Western Pacific now has an order in for 2,000 new refrigerator cars. The Western Pacific built 500 coal cars in 1917 and 750 more in 1920. These were used in coal and beet service in Idaho and Utah, both on and off Western Pacific rails.

Why should the Southern Pacific ignore such competition and service unless it be that to admit the Western Pacific's existence would spoil the picture of "domination of this state and section by one railroad?"

We shall furnish additional information from time to time.

UNION PACIFIC SYSTEM

SALT LAKE CITY

According to the Railway Age, the Western Pacific is making inquiry for 800 seventy-ton gondolas (equal to 1,100 fifty-ton cars), and 500 fifty-ton cars.

At no point on the Western Pacific's entire line is the grade more than 1%. It has the best grade of any line in western United States.

Western Pacific Competition Activities

According to Western Pacific officials, the Western Pacific—except at times when all roads were issuing embargoes—has never declined a shipment of freight. The Western Pacific has, on various occasions, detoured train loads of fruit for the Santa Fe on account of washouts and other interruptions to traffic on that line. Such business the Central Pacific could not or would not handle.

The Western Pacific has assisted in building up the livestock industry in Nevada, fully 98% of which is competitive with the Central Pacific, and has equipped a liberal supply of stock cars with double decks for sheep and lamb movements. The Western Pacific makes as good time on stock to eastern markets as the Central Pacific.

The Western Pacific reduced the rate on copper bullion from Garfield to San Francisco, which permitted it to move through the Panama Canal. The Central Pacific never met this rate. (Utah business men have been led to believe that this reduced rate was put in by the Southern Pacific, which is not the case.) The Western Pacific also initiated ore reductions from California and Nevada to Utah smelters.

The Western Pacific, on its own initiative, reduced coal rates to the Pacific Coast in an effort to develop a market for hundreds of thousands of tons of Utah coal in competition with coal from Australia, Manchuria and England.

From January 1st to October 31st, 1922, a period of only ten months, the Union Pacific received from the Western Pacific, at Salt Lake, 8,224 loaded freight cars, and delivered to the Western Pacific 2,649 loads, a total interchange of 10,873 cars. These figures do not include the very substantial business which the Western Pacific interchanges with the D. & R. G. W. at Salt Lake City. The Denver & Rio Grande Western also has been omitted from the Southern Pacific's "Plain Statement of Facts."

During the summer time the Western Pacific brings in to Salt Lake City each day 14 or 15 well filled passenger cars. The Scenic Limited between St. Louis and Chicago to San Francisco has observation and dining car service all the way. "At least fifty per cent of our passengers stop off at Salt Lake City," says a passenger official of the Western Pacific.

The foregoing proves conclusively that the Western Pacific is an important competitive factor in Utah's transportation structure. No matter who owns the Central Pacific, the Western Pacific competition will continue and increase.

FRENCH WOULD INFLATE FRANCE

BY WILLIAM BIRD.
(Copyright, 1922, by The Standard-Examiner.)
PARIS, Nov. 18.—French sound money economists are seriously alarmed over the growing sentiment in favor of currency inflation as the only means of preventing a financial crisis.

The inflation idea is the agitation that has been carried on since the armistice by various groups of theorists who urge that issues of paper money really are a non-interest bearing government loan and therefore more advantageous than an interest bearing bond. This propaganda has few adherents. Now, however, the impossibility of buckling the budget with the present taxes is inducing many powerful commercial groups to favor a paper issue more than a scheme of new taxation.

These merchants point to Germany's apparent commercial advantages through her depreciated exchange and suggest that inflation would, by depreciating the franc, help French manufacturers over American and other tariff walls. They say the recent fall of the franc already has had a marked effect in this direction.

Although an act of parliament would be necessary before the Bank of France can issue any new paper it is reported that in anticipation of

just such legislation the bank is now speeding up its presses and getting the money ready.

This is unconfirmed but is widely believed.

Ever since the German mark began its precipitous collapse the Bourne has been very nervous and many are asking will the franc be next?

Although the most influential and powerful financiers of France are fighting the inflationist agitation the best informed observers admit that the solution will be difficult otherwise.

Further taxation of France's enormous agricultural wealth practically is impossible and taxes on business already have passed the point of gain and returns are diminishing. No authoritative leader has yet tried to show how the dilemma of inflation or repudiation of outstanding obligations can be avoided.

The situation is one which is compelling the attention not alone of the government leaders, but of the moneyed class of France because a

solution in the near future is imperative.

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PASTORS CONCLUDE MEETING AT BOISE

BOISE, Ida., Nov. 18.—With a sermon by the Rev. W. P. Jap, evangelist, of Caldwell, the two-day convention of the Idaho-Oregon district ministerial association concluded its labors Friday night at the church of the Nazarenes.

"A Word Picture of a Biblical Nazarene Pastor" was the text of a sermon by the Rev. E. E. Martin of Ontario at the morning session and E. A. Sanner of Colorado spoke on "Home Mission Work."

"Work of the Sunday School" by the Rev. Paul Thatcher of Meridian; a lecture by the Rev. Paul Goodwin of Nampa, and an address on "The Calling of an Evangelist" by Earl C. Pounds, occupied the attention of the delegates at the afternoon session.

HERRICK
KISSES

Envoy in France
Is Real Sticker
at Banquet

GRANT GORDON
Will Be Standard-Examiner

It—Ambassador
Herrick today has once
more been the center of
attention. But there is one
feature of the occasion
which is of great interest
and which is being
expressed and
repeatedly in the
papers. It is the fact
that the French
ambassador, M. P. H.
Richmond P. Hobbs,
himself to be soundly
kissed by the
American ambassador.

THE DINNER
The dinner given by Lord Hardinge, the
British ambassador, to the French
ambassador, M. P. H. Richmond P. Hobbs,
and the American ambassador, M. P. H.
Richmond P. Hobbs, was one of the
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